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he yet retained a certain shyness which invited open intercourse and suggested the strong nature beneath this genial surface. It was a privilege to win his regard and to be associated with him closely in his work and ambitions.

He left an "Autobiography" which is a frank and penetrating measure of himself. Naturally it is not complete, and his desire to explain his own conduct has made him unjust to himself. No other person could have said as much, or said it as well; it is therefore characteristic, and must be held in high estimation as an open and honest attempt at self-appreciation, a form of expression which has become all too infrequent. In every sense he was a lovable character, vivid, stimulating, loyal and independent.

WORTHINGTON CHAUNCEY FORD.

SIR BENJAMIN BAKER (1840-1907)

Foreign Honorary Member, Class I, Section 4, 1899.

Sir Benjamin Baker, K. C. B., K. C. M. G., D.Sc., LL.D., M. A. I., F. R. S., was born at Keyford, Frome, Somerset, March 31, 1840, and died suddenly from heart failure May 19, 1907. At the age of 16 he was apprenticed to Messrs. Price and Fox of Neath Abbey Iron works, and remained with them four years. During the next two years he was engaged on railway work, and in 1862 joined the staff of the late Sir John Fowler, with whom he remained associated until the death of the latter in 1898; — rising from the position of Junior Assistant to that of partner.

During this long period Mr. Baker was actively engaged upon various kinds of engineering work, including some works of the greatest importance. Although without collegiate training, Mr. Baker early established a reputation as an authority on the theory and practice of engineering, displaying a remarkable combination of practical and scientific knowledge. He was interested in education, and did much to bridge the gulf which had long separated theory from practice.

Much of Mr. Baker's work was connected with railways. He was consulting engineer for the earliest "tube" railway in London, and also for the first projected Hudson River Tunnel in this country. He was

for many years connected with great engineering works in Egypt. He was also consulted in the design and construction of railways and other engineering works in West Africa and other colonies, and in the construction of docks and bridges in England.

The two greatest works, with which his name will forever be associated, are the Forth Bridge in Scotland, and the Assuan Dam in Egypt.

The Forth Bridge, in its present form, owes its conception and design to him, who worked it out upon scientific principles with the greatest care. This bridge possessed for many years the longest span in the world, which is now only surpassed (and by only 90 feet) by the recently constructed bridge across the St. Lawrence at Quebec.

Mr. Baker was undoubtedly one of the greatest engineers that England or the world has ever produced. The great variety of his work, the care with which he studied and worked out the various problems upon which he was called to advise, the combination of experience, judgment, and scientific knowledge which he possessed, made him a tower of strength, upon which those who consulted him could rely with confidence. He was an honorary member of the American and Canadian Society of Civil Engineers, and of the American Society of Mechanical Engineers; and in 1895 was President of the British Institution of Civil Engineers. He became a Foreign Honorary Member of the American Academy of Arts and Sciences in 1899. His name and works will not be forgotten. He did much for humanity, education, and the engineering profession, and to prove to the world that the development of civilization depends largely upon the work of the engineer.

G. F. SWAIN.